



PHILIP A. BOLEN
County Administrator

TELEPHONE: 777-0200

COMMONWEALTH OF VIRGINIA
COUNTY OF LOUDOUN

OFFICE OF COUNTY ADMINISTRATOR
18 NORTH KING STREET
LEESBURG, VIRGINIA 22075

FLORENTINE A. MILLER
Asst. County Administrator

JAMES R. KEENE, JR.
Asst. County Administrator

At a meeting of the Board of Supervisors of Loudoun County, Virginia, held in the Board of Supervisors' Meeting Room, 18 North King Street, Leesburg, Virginia, on Monday, October 3, 1988, at 1:30 p.m.

PRESENT: Betty W. Tatum, Chairman
Charles A. Bos, Vice-Chairman
Alice G. Bird
Betsey Brown
James F. Brownell
Thomas S. Dodson
Ann B. Kavanagh (Absent for the Vote)
Steve W. Stockman


IN RE: ROUTE 7 CORRIDOR STUDY/ROUTE 7 CORRIDOR AMENDMENTS FOR
THE EASTERN LOUDOUN AREA MANAGEMENT PLAN, THE DULLES
NORTH AREA MANAGEMENT PLAN, AND THE LEESBURG AREA
MANAGEMENT PLAN

Mr. Stockman moved to approve the adoption of the Route 7 Corridor Study and the related amendments to the Eastern Loudoun, Dulles North, and the Leesburg Area Management Plans (Attachment One and Two).

Seconded by Mr. Dodson.

Voting on the Motion: Supervisors Tatum, Bos, Bird, Brown, Brownell, Dodson, and Stockman - Yes; None - No; Kavanagh - Absent for the Vote.

A COPY TESTE:

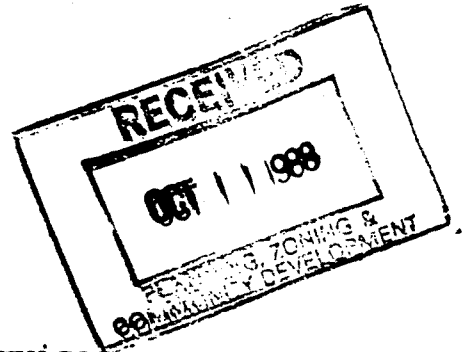


COUNTY ADMINISTRATOR FOR THE
LOUDOUN COUNTY BOARD OF SUPERVISORS

plm:10/3/88

COUNTY OF LOUDOUN

MEMORANDUM



Date: October 4, 1988

To: William W. Wiggins, Director, Technical Services

From: Philip A. Bolen, County Administrator *[Signature]*

Subject: Route 7 Corridor Study and Related Amendments to Eastern Loudoun, Dulles North and Leesburg Area Management Plans

At the October 3rd meeting on the motion of Mr. Stockman, seconded by Mr. Dodson, the Board voted 7-0-1 (Mrs. Kavanagh - Absent) to approve the adoption of the Route 7 Corridor Study and the related amendments to the Dulles North, Eastern Loudoun and Leesburg Area Management Plans.

Please follow through with the details of this Board action.

PAB:mjt
Attachment

cc: James R. Keene, Jr., Deputy County Administrator
[Redacted]



LOUDOUN COUNTY, VIRGINIA

Development and Regulatory Agencies ■ 39 Cascoctin Circle, S.E. ■ Leesburg, VA 22075 ■ Metro 478-1854
Department of Technical Services ■ William W. Wiggins, Director ■ (703) 777-0220

ROUTE 7 CORRIDOR AMENDMENTS FOR THE EASTERN LOUDOUN AREA MANAGEMENT PLAN, THE DULLES NORTH AREA MANAGEMENT PLAN, AND THE LEESBURG AREA MANAGEMENT PLAN

- I. Amendment to the Eastern Loudoun Area Management Plan: Page 178, delete existing paragraph 4, and replace with the following text:

"Route 7: Design of Route 7 will follow the provisions contained in the adopted Route 7 Corridor Study."

- II. Amendment to the Dulles North Area Management Plan: Page 74, add to paragraph C Design:

"Design of Route 7 will follow the provisions contained in the adopted Route 7 Corridor Study."

- III. Amendment to the Leesburg Area Management Plan: Page 132-134, delete the provision of Route 7 Corridor submitted by VDOT hereby adopted and replace with the following text:

"Design of Route 7 will follow the provisions obtained in the adopted Route 7 Corridor Study."

COUNTY OF LOUDOUN

MEMORANDUM

Date: April 30, 1987

To: Frederick P. D. Carr, Director of Planning, Zoning
and Community Development

From: Richard Calderon, Planner III

Subj: AMENDMENT TO DNAMP/ELAMP/LAMP REGARDING VDOT
ROUTE 7 CORRIDOR STUDY

DNAMP Route 7 Corridor AmendmentPolicies IV B 3.C. Design(DNAMP page 74)

Route 7, Route 28 and the proposed, relocated Route 643/Toll Road Extended will be designed as limited access roads with grade separated interchanges and parallel collector roads at ultimate buildout. (See VDOT Route 7 Corridor Study adopted * - * - 1987; VDOT Route 28 Corridor Study adopted * - * - 1987 and forthcoming Toll Road Corridor Study for further detail.)

ELAMP AMENDMENT to the 1987 GENERAL ELAMP ROAD AMENDMENT - ROUTE 7 CORRIDOR

APPENDIX I

<u>ROADWAY</u>	<u>LOCATION</u>	<u>LANES RIGHT-OF-WAY</u>	<u>DESCRIPTION</u>
Add to end of 1.			See VDOT Route 7 Corridor Study Adopted by County Board of Supervisors*-*-1987

LAMP Route 7 Corridor Amendment

2. Route 7 Corridor

(LAMP page 132)

The Route 7 Corridor...generators.

The provisions of the Route 7 Corridor Study prepared by VDOT and adopted by the County Board of Supervisors on * - * - 1987 are hereby adopted in the LAMP planning area to the east of the Leesburg corporate line.

LEESBURG AREA MANAGEMENT PLAN (LAMP)
TRANSPORTATION PLAN

Amended by the Board of Supervisors, September 16, 1985

Adopted Amendments to Page 129

October 10, 1989

MAJOR ISSUES:

The critical highway improvement issue in the Leesburg Area will center around the extension of the Dulles Toll Road to the Route 15 By-pass in Leesburg. The second important issue will be the secondary road improvements necessary to accommodate existing and new commercial, industrial and residential growth. The goals are to separate residential from commuter and industrial traffic in order to reinforce community identity and to eliminate traffic conflicts.

The off-site improvements to primary and secondary roads within the planning area should be borne by both the developers and VDOT. The County must be prepared to coordinate the development of its regional and local road networks with VDOT and others who may be prepared to construct and/or finance the improvements.

All development, both residential and non-residential, will be reverse frontage in design on major or minor collector roads and on all primary roads within the planning area.

RECOMMENDATIONS:

A. Areawide Transportation Recommendations:

Many transportation issues are areawide or concerned with two or three planning districts. Areawide recommendations for the following corridors are as follows (See Figures 17, page 130 and 18, page 133 for recommended improvements):

1. Route 15 Corridor (from Route 621 to southern boundary of the Planning Area.

U. S. Route 15 is a primary north-south arterial road. In the Leesburg vicinity it is the major north-south highway for the area.

- a. Controlled access design provisions should be incorporated into the roadway as the adjacent property develops.

LEESBURG AREA MANAGEMENT PLAN (LAMP)

Amended September 16, 1985

Adopted Amendments to Page 129 Con't

October 10, 1989

- b. Four-lane improvements should be made from just south of Virts Corner to the edge of the Town.
- c. Virginia Byway designation should be sought from Route 704 to Goose Creek from the Commonwealth Transportation Board.

LEESBURG AREA MANAGEMENT PLAN (LAMP)

Amended September 16, 1985

Adopted Amendments to Page 134

October 10, 1989

4. Dulles Toll Road Extension:

The Dulles Toll Road Extension's function is to provide a limited access arterial facility to serve commuter, local and regional traffic in and through the County and will be paid for by the users. This road will provide an alternative arterial road to Route 7; thus, alleviating congestion on Route 7. The alignment of the road will be east/west connecting Dulles Airport with the Route 15 By-pass in Leesburg. The following issues are associated with the extension of the Toll Road:

1. The construction of the Toll Road does not change the adopted land use policies in the Leesburg Planning Area. The alignment of the road crosses rural/agricultural land which is not planned for urban/suburban development with central sewer and water service. Land uses adjacent to the road will remain rural in character, i.e., agricultural uses and residential uses at densities not to exceed 1 du per 3 acres.
2. The establishment of the Toll Road has no effect on the County's current plans not to extend utilities into the area.
3. The Toll Road is to be designed for the construction of six lanes at a minimum. Initial construction will be four lanes. All right-of-way necessary to accommodate six lanes should be reserved.
4. The County plans for a future mass transit facility to be constructed in the median of the Toll Road. The Toll Road builder shall reserve sufficient right of way for full access to the median for future transit facilities. The County will coordinate with affected landowners to accept dedication of land for future transit and parking facilities.
5. The road is planned as a limited access highway. Within this planning area, grade separated interchanges should be constructed initially at or in the vicinity of the Route 15 By-pass and Route 654. An interchange in the vicinity of Route 653 may be needed in the future to provide improved access to the Leesburg Airport. A Comprehensive Plan amendment would be required to change the designation of the interchange from "future" to "current" prior to giving final approval for its

LEESBURG AREA MANAGEMENT PLAN (LAMP)

Amended September 16, 1985

Adopted Amendments to Page 134 Con't

October 10, 1989

construction. The rural area south of the Town of Leesburg is designated as Agriculture/Rural Residential for the time frame of this plan or until the time the County may chose to amend that plan designation.

6. Visual, air and noise buffering techniques are required to protect adjacent land uses. Buffers along the right-of-way should be planned which can include concrete barriers, earthen berms, and/or dense vegetation combined with a substantial setback within the right-of-way. Specific standards should be developed to mitigate the effects of the road on different land uses. During construction, the Toll Road builder shall provide appropriate buffers from existing residential and non-residential uses, and from similar land uses approved but not yet constructed prior to the Toll Road's construction, while buffers for future land uses will be provided by the affected landowner/developer.
7. The Toll Road will generate increased traffic on the local road system; therefore, improvements to these feeder roads must be addressed concurrently with the Toll Road's construction. Regardless of whether the road is constructed by VDOT or by others, Toll Road revenues should be used to fund the improvements to the secondary, feeder roads.
8. Existing roads should not disrupted, degraded or severed by the Toll Road unless such degradation is offset by improvements made by the Toll Road builders.
9. Potential elimination of interparcel access by the road's alignment shall be mitigated prior to construction.

5. Transit Considerations:

The Leesburg area functions as a focus for transit activity with park-and-ride lots and private bus facilities operating in and around Town. The following recommendations are suggestions to reinforce the viability of these transit facilities:

LEESBURG AREA MANAGEMENT PLAN (LAMP)
Amended September 16, 1985
Adopted Amendments to Page 137
October 10, 1989

3. Edwards Ferry

Primary Road Improvements:

Route 15 per above.

Secondary Road Improvements:

Route 773 improved from Route 654 extended west to Edwards Ferry intersection.

4. Upper Tuscarora

The goal in this area is to separate the western residential traffic from the industrial traffic to the east. A circumferential, four-lane roadway should be designed and incrementally built from Route 15 (at Country Club subdivision) to Route 7 (at the Leegate property).

Primary Road Improvements:

- a. **Dulles Toll Road:** The Dulles Toll Road Extension should be extended through this planning area and terminated at its intersection with the Route 15 By-pass. The Toll Road should be designed as a limited access highway with a minimum of six lanes. Adequate right-of-way should be reserved for six lanes, future transit facilities within the median and buffers.
- b. Route 15 specifications per above, including limited access design to Virts Corner.
- c. Signalization and the extension of the median strip of Route 15 is recommended.
- d. A park-and-ride lot is necessary to promote car-pooling activities.

LEESBURG AREA MANAGEMENT PLAN (LAMP)

Amended September 16, 1985

Adopted Amendments to Page 137 Con't

October 10, 1989

Secondary Road Improvements:

- a. Intersection Route 643 and the Bypass should be redesigned and grade-separated.
- b. Route 643 to the east of the airport should be designed and improved as a four-lane roadway to airport and as a two-lane roadway from the airport to Route 659. Sufficient right-of-way should be dedicated to accommodate these improvements.
- c. Route 654 should be designed as a four-lane collector roadway from Route 15 to Route 7. The extension north of Route 7 to Route 773 should also be designed as a four-lane road. Route 654, south of Tuscarora Creek, should be realigned from Route 643 on a direct line north of the Middle School to Route 621. The intersection with Route 15 should be located at a point with the maximum sight distance, spacing and safety.

LEESBURG AREA MANAGEMENT PLAN (LAMP)
Amended September 16, 1985
Adopted Amendments to Page 139
October 10, 1989

Airport Facility Improvements:

The Airport District is recommended for increased traffic and development; sewer is anticipated in the near future. The land use should follow a pattern of employment development to the east with open space/office to the north. Otherwise, an area of 1,000 feet surrounding the airport facility should preclude residential development through implementation of an overlay zone. (See Figure 6, page 29.)

Specifications:

- a. Existing PD-IP should remain as defined.
- b. No improvements to the proposed runway to the west of the airport during the life of this Plan.
- c. Height limitations for land uses north of the airport.

7. Goose Creek

Primary Road Improvements:

Dulles Toll Road Extension: The Dulles Toll Road Extension should be designed as a limited access highway with a minimum of six lanes. Adequate right-of-way should be reserved for six lanes, future transit facilities and buffers.

Secondary Road Improvements:

- a. Route 659: Improve with industrial access funds as more industrial property develops.
- b. Route 643: Improve existing two-lanes with right-of-way and alignment improvements as necessary.

LEESBURG AREA MANAGEMENT PLAN (LAMP)
Amended September 16, 1985
Adopted Amendments to Page 139 con't
October 10, 1989

8. Sycolin

Primary Road Improvements:

Dulles Toll Road Extension: The Dulles Toll Road Extension should be designed as a limited access highway with a minimum of six lanes. Adequate right-of-way should be reserved for six lanes. An interchange in the vicinity of Route 653 may be needed in the future to provide improved access to the Leesburg Airport. If the County makes such a determination a Comprehensive Plan Amendment would be required to change the interchange designation from "future" to "current" prior to granting final approval for interchange construction. The rural area south of the Town of Leesburg is designated Agricultural/Rural Residential for the time frame of this plan or until the County may choose to amend the plan designation.

Route 15: Widening of shoulders for safety to accommodate significant number of trucks using Route 15. Left turn lanes at Route 704 is recommended.

Secondary Road Improvements:

- a. Route 621: Improve with better alignment and widening from Simpson Middle School to Goose Creek.
- b. Route 650: Improve with hard surface at Route 15 and better alignment to the north. Add left turn lane on Route 15 to improve access to Route 650.